

ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Memorandum

*April 13, 2009
Agenda Item 3.4*

DATE: April 2, 2009

TO: Plans and Programs Committee

FROM: Beth Walukas, Manager of Planning

SUBJECT: Request to Develop a Corridor Management Plan for the Berkeley-Oakland-San Leandro Bus Rapid Transit (BRT) Corridor

Action Requested

It is recommended that the Board 1) authorize CMA staff to lead the development a Corridor Management Plan for the Berkeley-Oakland-San Leandro Bus Rapid Transit Corridor in conjunction with the cities of Berkeley, Oakland and San Leandro, Alameda County, AC Transit, the Alameda County Transportation Improvement Authority, MTC and Caltrans; 2) approve a strategy for a Policy Advisory Committee to oversee development of the Plan and implementation of the project; and 3) approve the programming of \$500,000 in Transportation Enhancement Activity (TEA) funds for the work..

Discussion

The ACCMA has been requested to lead the development a Corridor Management Plan for the Berkeley-Oakland-San Leandro Bus Rapid Transit Corridor in conjunction with the cities of Berkeley, Oakland and San Leandro, Alameda County, AC Transit, the Alameda County Transportation Improvement Authority, MTC and Caltrans (see attached letters from AC Transit, the City of Berkeley, and the City of San Leandro). The purpose of the multi-jurisdictional study is to establish a vision for transportation and land use development in the corridor, identify and coordinate implementation of improvements that would support the success of the proposed BRT, which is currently under study, and environmentally clear projects that are eligible for Transportation Enhancements funding. Improvements could include transit oriented improvements to promote the increase of new riders on public transit, access improvements to BRT stations that do not rely on the single occupant automobile, streetscape improvements for safety and corridor identification, and improvements to support transit oriented development at the BRT stations and in the corridor.

The study would be managed by the CMA in conjunction with its partners in the corridor under the direction of a Policy Advisory Committee. Staff recommends that the existing Berkeley-Oakland-San Leandro Bay Bus Rapid Transit (BRT) Corridor Policy Steering Committee (PSC) serve as the Policy Advisory Committee with the addition of the following members: the ACCMA and ACTIA. The current PSC is composed of members from AC Transit, Alameda County, the City of Berkeley, the City of Oakland, the City of San Leandro, MTC (ex officio),

and Caltrans (ex officio). This is proposed so that the best use can be made of elected and staff resources and corridor experience and knowledge.

Development of the Plan and environmentally clearing the project is anticipated to cost about \$500,000 in staff and consultant time. It is recommended that the Board approve the programming of \$500,000 in TEA funds for this work.

ACTAC is scheduled to take action on this item on April 7th. Staff will provide the Committee a summary of the ACTAC recommendations.



POLICY STEERING COMMITTEE (PSC)
BERKELEY-OAKLAND-SAN LEANDRO
BUS RAPID TRANSIT (BRT)

Alameda-Contra Costa Transit District

March 31, 2009

Mr. Dennis Fay
Executive Director
Alameda County Congestion Management Agency
1333 Broadway, Suite 220
Oakland, CA 94612

Dear Mr. Fay:

I am writing on behalf of the Bus Rapid Transit (BRT) Policy Steering Committee (PSC), a committee established by the AC Transit Board of Directors, to request your consideration of the establishment of a working group that can focus generally on improvements in the San Leandro, Oakland and Berkeley corridor, where BRT will be implemented. The purpose of this endeavor is to assure the three cities that full advantage will be taken of the BRT investment to maximize planning and development opportunities around this exciting new transit system.

Each of the cities is represented on the BRT Policy Committee by an elected official who joins with AC Transit Board members, a Caltrans representative and an MTC representative to define this important project and its implementation. Several PSC members also serve on the Alameda County Congestion Management Agency (ACCMA) Board of Directors, and recall that a similar working group was established with regard to transit improvements along the San Pablo Avenue Corridor, and that this was a worthwhile endeavor for the ACCMA to undertake and administer.

Therefore, the BRT Policy Advisory Committee believes that it is critical to the success of the BRT investment in Alameda County to establish this broader purpose working group.

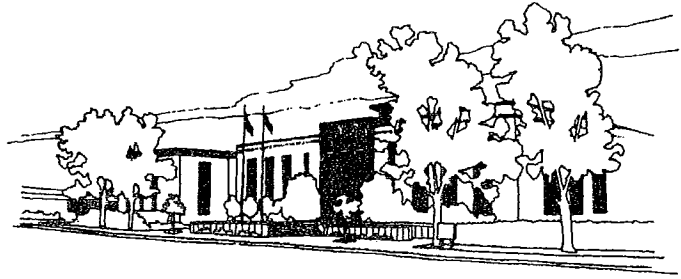
Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rocky Fernandez', is written over a horizontal line.

Rocky Fernandez
Chair, Policy Steering Committee

City of San Leandro
Civic Center, 835 E. 14th Street
San Leandro, California 94577



Office of the Mayor 510-577-3356
FAX 510-577-3340

RECEIVED
MAR 12 2009

BY: _____

March 11, 2009

Mayor Tom Bates
City of Berkeley
2180 Milvia Street
Berkeley, CA 94704

Dear Tom:

I am in receipt of your March 5 letter regarding the BRT project. I believe your suggestion is a sound one, and I support your attempts to move this project forward.

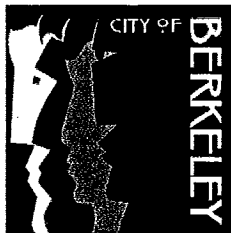
As Councilmember Joyce Starosciak is San Leandro's representative to the Alameda County Congestion Management Agency, I have forwarded a copy of your correspondence to her, as well as to our City Council.

I look forward to working with you as this project develops.

Sincerely,

Anthony B. Santos
Mayor

cc: San Leandro City Council
Steve Hollister, City Manager
Mayor Ron Dellums, City of Oakland
~~Dennis Fay, Alameda County CMAA~~



RECEIVED
MAR 09 2009

BY:

Office of the Mayor

March 5, 2009

Dennis Fay, Executive Director
Alameda County Congestion Management Agency
1333 Broadway, Suite 220
Oakland, CA 94612

Dennis
Dear ~~Director Fay~~:

The City of Berkeley, along with AC Transit and the Cities of Oakland and San Leandro, is working on the BRT project through the three jurisdictions. I believe that the opportunities inherent in this project are substantial, but that ultimate success of BRT hinges on considering the transit improvements within the greater context of transit-oriented development along the BRT corridor. ACCMA has had experience in coordinating multi-jurisdictional projects, and the Agency's involvement in the development of transit-oriented improvements along the corridor would assure the success of both the corridor's development and the BRT project itself.

I believe having ACCMA involved would mean a complete vision for the corridor would take place, leading to greater coordination of potential TOD/PDA projects in the three cities, improved links between BRT and other transit lines, infrastructure improvements to enable infill development, and streetscape improvements for the area. All of these achievements would contribute to the ultimate goal of increasing the number of new riders on public transit.

I have attached a tentative proposal for ACCMA involvement in this corridor project for your Board's consideration and discussion.

The East Bay stands to gain enormously with the creation of an attractive, well-connected transit corridor. ACCMA's coordination and oversight of the corridor elements would be a key factor in the success of the BRT project; I encourage you to take on this role.

Sincerely,

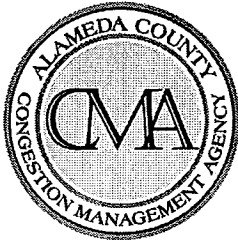
Tom Bates
Mayor

cc: Rick Fernandez, General Manager, AC Transit
Ron Dellums, Mayor, City of Oakland
Anthony B. Santos, Mayor, City of San Leandro

TENTATIVE PROPOSAL FOR DEVELOPMENT OF BRT TRANSIT CORRIDOR PROJECT

We suggest that the ACCMA Board and staff establish a subcommittee or working group to work with the BRT Policy Steering Committee (PSC) to track and support the development of the transit corridor along the proposed BRT route. Such a subcommittee would serve two important purposes:

1. ACCMA could help develop and coordinate the larger TOD/PDA project on the BRT corridor. This would include giving attention to programming of the Countywide Transportation Plan, especially as related to streetscape, pedestrian, TOD and Local Streets and Roads (LS&R) funding, which are important elements that complement AC Transit's BRT project.
2. In future phases, the CMA may play a role in BRT project management, similar to the role it is playing in the Rapid Bus improvements for the San Pablo corridor. This subcommittee could eventually work with AC Transit to define project elements that the CMA might manage.



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April 13, 2009
Agenda Item 4.3.1

Memorandum

Date: April 2, 2009

To: Plans and Programs Committee

From: Matt Todd, Manager of Programming

Subject: **State Transportation Improvement Program (STIP) Amendment Request:
Transportation Enhancement (TE) Reserve**

Action Requested

It is recommended that the Board review and approve the ACCMA's STIP Amendment request for the subject project. The amendment is requesting that \$2.24 million of STIP TE Reserve funds be moved from FY 2009/10 to FY 2010/11. Staff is also considering an option to program up to \$600,000 of the proposed STIP TE funds being amended to a project that could expend the funds in 2009/10. Staff will provide additional information on the new project at the meeting. ACTAC is scheduled to consider this item on April 7th.

Discussion

The ACCMA desires to submit a STIP amendment request for the ACCMA's TE Reserve, STIP PPNo. 2100C. In the current 2008 STIP, the TE Reserve has \$2.24 million programmed in FY 2009/10. Most of the \$2.24 million was STIP-TE programming approved by the ACCMA in January 2006 as part of the County's TLC program. To date four of the six TLC projects have been allocated from the TE Reserve.

The sponsors of the unallocated TE funds do not intend to allocate the remaining STIP TE funding until FY 2010/11. Therefore, the ACCMA is requesting that the STIP be amended to move the \$2.24 million to FY 2010/11. These projects will be further reviewed as part of the 2010 STIP process this summer.

Staff is also considering a new project that could use up to \$600,000 of STIP TE funds in 2009/10. Staff is reviewing the project scope and schedule and the funding included in the STIP TE Reserve. Staff will provide additional information on the new project at the meeting.

Per the STIP Guidelines, such an amendment needs to be approved prior to the start of the fiscal year in which the funds are currently programmed. To meet the deadline, the amendment needs to be scheduled for notice at the May 2009 CTC meeting and considered for approval at the June

2009 meeting. On March 16, 2009, the ACCMA initiated the amendment process by submitting a letter requesting MTC's required concurrence with the STIP amendment request. The STIP TE amendment would need to be revised if an additional project was proposed for STIP TE funding.